

3 January 1979

MEMORANDUM FOR: Deputy Director for Administration  
FROM: Director of Central Intelligence  
SUBJECT: Executive Jet Transport for CIA ☐

25X1

1. I certainly was impressed by the ☐ Study on an Executive/ Operational aircraft. Would you ask them to pursue it just a bit further:

25X1

a. What would an approximate leasing cost be of something like a Lear Jet 56 or a Jet Star II or a Gulfstream II?

b. Is it possible that somebody like NASA already has a leased aircraft which they would be willing to share--that is, we would pick up a proportionate part of their lease?

c. What about the 186 surplus or excess aircraft for the 22 confiscated or seized aircraft. I suppose none of the surplus are likely to be satisfactory in quality, but what do the Drug Enforcement and Customs people do with confiscated aircraft after a period of time? Perhaps they are available for an inter-agency transfer at nominal or no cost?

d. Could we explore quietly with ERDA, FAA and Customs what kind of leased aircraft they have and whether they would be interested in sharing a lease if we took one--in short, they already have some leases of their own but perhaps another quarter or half an aircraft might be something they would be interested in? ☐

25X1

ORIGINAL COPY ☐

2 Jan. 1985

CONFIDENTIAL


Approved For Release 2005/03/16 : CIA-RDP80B01554R000300300064-7

2. Would you also look at possible cost tradeoffs:

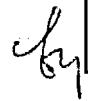
a. e.g., I assume if we had a Gulfstream II, we could dispense with Gulfstream I. What does it cost us per year to run the Gulfstream I?

b. e.g., What have we spent in Fiscal Year 1977 and Fiscal Year 1978 for leased aircraft, i.e., from the USAF?

25X1

  
STANSFIELD TURNER

25X1



Approved For Release 2005/03/16 : CIA-RDP80B01554R000300300064-7